



# The Morgan Link

Vol 3 No 4

The Magazine of the Pacific Morgan Owners Group

July 2018



## From the Editor's Desk...

### We are now a Monthly Magazine!

They say the only constant is change! I am listening to the word on the street and making changes to our Morgan Link as we go. I don't receive much feedback on the editions you receive, but do hear suggestions from a couple members. I hope you are enjoying the Morgan Link and it does not just end up in your spam or deleted files!

One comment I got was that the Morgan Link was great, but too long. Some also preferred to have the editions emailed to them rather than having to download from our website. With the last edition, I found that it was too large to email the file in reasonable resolution so it had to be sent to the website for you to download for delivery. By going to a shorter monthly magazine, I hope to solve those problems. I will try to keep the length reasonable by splitting articles and columns between two adjacent months. This way, I can resume emailing the magazine to you as well as putting it on the website for those who would prefer that delivery method.

I will continue to learn our needs and how to make this magazine better for you. You will notice some other changes this month as well. Formatting changes to make articles easier to read and placing things in different locations. If you don't see an article you are looking for, it will most likely have been moved to the next edition. Again, many thanks to my contributors who keep me supplied with fresh articles. Without you, we would not have a great magazine!

I am constantly on the lookout for new articles. If you have an idea, let me know! Also, don't forget to enter your photos in the club snapshot contest. Photos must be taken at an event with three or more Morgans attending. Check our website for rules for the contest.

I hope you enjoy the changes!

*Respectfully,  
Steve Blake*



### The Morgan Link

July 2018

Editor – Steve Blake

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**The Morgan Link** is the monthly magazine of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe.

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Submissions by email preferred. Text should be in .doc, .docx, .txt, or .rtf formats. Pdf files would need to allow full access to change content. Photos should be sent in as high a resolution as possible. Send photos separate from articles. The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the Morgan Link.

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**Disclaimer:** While we make an effort to ensure that material presented in the Morgan Link is accurate, neither PACMOG, nor its directors, or the authors can be held responsible for any inaccuracy or error in any article or advertisement. It is up to the readers to satisfy themselves that any technical or other advice, solution, method, material, product or service is right for them and their vehicle.

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## Welcome to Our New Members!

Timothy and Sandra Barlow  
1998 Morgan Plus 8  
2013 Morgan 3-Wheeler

Glen Porteous  
Jo Keeping  
Enthusiasts

## Welcome Back!

Kit Raesten  
Joanne Cockshutt  
1994 Morgan Plus 4

## Cover Photo Credit:

Photo by Pat Leask of our Morgans lined up at Bryan and Margit Waller’s Barbeque on the Father’s Day Weekend.

## Contributors

Thank you to the following people for contributing articles, photos, ideas, or opinions to make this magazine a success.

Pat Leask, Phil Johnson, Ken Miles, Susan Blake, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf (Morgan Historic Register), Bob Wadden, James Gilbert (Morgan Motor Cars), Andy Downes, Bob Adair, Jane Cowan, Karl Gillies

Thank you to Susan Blake for proofreading the draft of the Morgan Link.

## PACMOG is affiliated with:

The Morgan Sports Car Club (MSCC) UK  
The Morgan Sports Car Club of Canada  
The Morgan Historic Register  
British Car Council Inc.

Insured through CG &B Group Insurance

## PACMOG Constitution:

The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly meetings as well as drives, social events, shows and other events related to cars. By doing this we can enjoy the company of other enthusiasts and share our passion with members of the public as well as

# Chairman's Report July, 2018

By Ken Miles

Fellow Members: The month of June was concentrated around the Father's Day picnic and the car show at Beacon Hill Park. These were two great events that were followed by an even a greater one organized by Jane Cowan. All the events were well attended. Thanks to Bryan and Margit Waller for opening their house for the Saturday Barbeque.

Summer is upon us and the weather is great. Perhaps a bit too much sun but it gives us a great opportunity to use our favourite cars. Get out and enjoy them. I hope to see you at some of our events in July.



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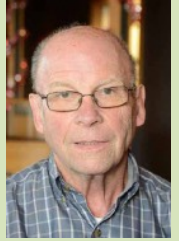
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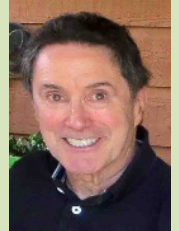
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Membership, Regalia



# Victoria BBQ and Father's Day Car Picnic

*By Pat Leask*

I find myself sitting in front of the proverbial blank page wondering how to start my report on the Victoria BBQ and car show to share with you who attended, and those who were unable to make it. I suspect the BBQ is much like all the others that go on through out the Morgan world, we all arrive in our cars, chat, eat, laugh and then go home. I suppose I could report on who said what, who was there and other details that are really not of all that much interest to you who are reading this, so I thought a bit deeper. We had great food, the weather was outstanding as was the location (have a look at the photos.) So, why are these events always so much fun, I wonder? It's the people, plain and simple!

There is no doubt we all have an unexplainable passion for our cars, but in the end it really does come down to the people themselves, not the cars. The cars are the glue that brought us together to bond friendships, help others out with their cars when in times of need and to share the passion we have for our cars. There is nothing quite like driving down a country road with 10 Morgans on a run (like the Island run I was on this past weekend.) What a sight that was! But what happens at the end of the drive? Why lunch, or dinner and more chit chat of course!

I counted a total of 24 Morgans at this event sitting on the grass in plain sight of us all to enjoy. I've only been to five or six Father's day BBQs and on the last two runs following the popular car picnic in Beacon Hill so compared to most of you I'm a newbie. I have noticed the very strong attendance of so many of you who live outside Victoria and many from the States - thank you for joining us! It is great to have you here and please keep coming.

Bryan and Margit have kept the bar high, as previously set by others for us (Norma and I) to follow next year! If all goes well we hope to have the BBQ at our house.





Barbeque  
at  
Bryan and Margit  
Waller's

(Text and photos supplied by  
Pat Leask)



# Beacon Hill Park Father's Day Picnic and Car Show



(Photos by Pat Leask)

## Father's Day Weekend and Beyond - June 2018

*By Jane Cowan (Photos by Jane Cowan and Bob Wadden)*

Seven days with our tops off! What more could you want for a Morgan adventure?!

On **Saturday**, June 16, Bryan & Margit Waller hosted the annual Island Morgan Group's BBQ. The weather, food and company were delightful. Special thanks to the Wallers as putting on a BBQ and opening your home and garden to that many people takes a lot of time and effort. Kit & Jo and the Reddingtons helped to put it all together. Twenty Morgans & one daily driver were parked on the grass. There were 10 Morgans from the Island Group; 6 from the Mainland Group; 2 from the Interior; and 2 Morgans + a daily driver from the USA. Our first little mishap happened there. Anna & Sam arrived with faulty brakes and had to take their car out of Sunday's rainbow, although they did manage to get home safely on Saturday.

We gathered in Beacon Hill Park on **Sunday** morning for a British Car & Motorcycle Meet organized by Jim Walters & Bruce Cornfield. Three additional Island Group Morgans met us there to help form our now traditional rainbow. We spent the day talking and walking in the sunshine and gathered together around noon for our picnic - organized perfectly, as

always, by Treacy. We had leftovers from the BBQ plus additions of cheese, meats, buns, condiments, fruit, cookies & bars etc. Another day of over eating! After lunch, we said our good-byes to those who were not able to be on the Island Run and confirmed the details for gathering tomorrow for those going on the run. Now it was time for another breakdown! Les Burkholder & his daughter Melissa had come over in his drop head coupe. On his way to the ferry back to Vancouver, his fuel pump



packed in. After some re-directing of traffic around the dead car, he and others pushed it to the side of the road and he had his car towed on a flat bed to Kit and Jo's. It turned out that Terry - staying in Sydney - had an electric pump on board and he brought it over & wired it in. Les was able to catch the 7:00 pm ferry home instead of the 2:00 pm. Big kudos to those Morgan owners who are always there to help each other. We all know that next time it could be us needing a helping hand.



**Monday** morning promised another sunny day. Several of us met at Westshore Parkway near Coldstream Park and motored over the Malahat to greet others ferrying over from Brentwood Bay. Off we went on a back roads route led by Pat Leask. On our way towards Cedar we stopped for a coffee and bathroom break. Unfortunately, Pat & Norma were truly stopped. Their car was dead as a doornail! Tom & Val and Gerry & Tanya stayed behind to help whilst Doug and I led the others on to the Bayside Bistro in Parksville where I had booked us in for lunch. We were already running late. They managed to jump start the car and it ran for a little while, but faltered again. A new battery was bought and installed, but it needed more - the alternator was acting up.



Fortunately, a nearby little “hole in the wall” garage mechanic solved the problem. Never a dull moment! The Waddens, Allison and Butlers (who spent the night in Nanaimo) met us at the Bistro where we had a great lunch and off we went to Little Qualicum Falls for a walk through the woods and a look at rushing water. This was the coolest we were going to be for the rest of the day. The temperature soared into the mid thirties even though we travelled on the Oceanside Route. By the time we reached Oyster Bay Resort, we were ready for cool drinks and cold showers. Fortunately, there was a liquor and grocery store nearby. When we arrived, we found a very distraught Helen Allinson. She and Al had not come on the walk to the falls and had taken the main highway up to Campbell River. Coming into town, they had a breakdown and Al was waiting with the car for a flat bed to tow him to the resort. Over an hour later, he and the car arrived. A problem with the rear brakes meant that the car needed towing back home to Qualicum Beach. The Waddens generously offered to have them continue with us for the next day travelling in their daily driver. Their car would be towed home on Wednesday. We each made our own arrangements for dinner and many grouped together to order pizza to be delivered. We spent the evening outside Terry & Val’s cabin & planned for the next day.



**The Morgan Link**





*Start your engines!*

On **Tuesday** we awoke to another glorious, sunny day. After breakfast, we drove to Elk Falls. The Butlers had to make a stop on the way as Ken discovered his plate had expired in April!! Lucky for him that he hadn't been caught earlier in a speed trap - which had happened to one unlucky car. A walk through the woods led us to a suspension bridge over the falls - a stunning sight. From there we drove a great Morgan road to Gold River where we had lunch booked at the Ridge Roadhouse. After lunch, some of us drove a little further to Muchulat Inlet on the west coast of the island, before heading back to our cabins.



I had made reservations for a buffet dinner at the Salmon Point Restaurant and Pub just south of our resort. Unfortunately, they had not made a record of this and it took quite a bit of "stubborn persistence" on my part to eventually get us seated and fed. It was little cooler today than yesterday and we were treated to a spectacular sunset.





**Wednesday** had been set aside as a free day - no organized activities. Some visited friends in the area; some visited places in Campbell River; and several of us took the short ferry ride to Quadra Island. On Quadra we went to Cape Mudge Lighthouse then drove to Rebecca Spit for a walk and ended up at the Heriot Bay Inn for lunch. A great spot! Returning to Campbell River, we headed south to Shelter Point Distillery (whiskey and vodka) for a tour of the facility and tastings of the products. The guide was both informative and humorous & many samples were tasted and bottles bought. We ended the day with a group BBQ at the resort. A cooler evening and another spectacular sunset.



**The Morgan Link**



The Morgan Link



On **Thursday**, many returned home or to other commitments whilst 7 cars had chosen to take the ferry to Powell River and follow a different route back to Vancouver and beyond. From the ferry terminal at Powell River, we drove to Lund for lunch at Nancy's Bakery - a well loved place for many travellers & locals. Ken Kutner, a member of the Island Group who lives in Powell River, met us there and joined us for lunch, dinner and Friday breakfast. Pollen sweaters, just above the bakery, sold many to our group. They are fabulous and last forever. We drove back to our accommodations at The Old Courthouse Inn and checked in. A really historic place with great staff who shared incredible knowledge about the history of the town. Walks were taken to visit the landmarks of this historic site and we gathered for dinner - especially made for us by the cook. We were able to pre-order our breakfasts as we needed to leave by 8:00 am the next morning to make our ferry connections back to Vancouver. We had after dinner drinks and conversations on their back patio and finally headed to bed. Another wonderful day and no breakdowns.

**Friday** morning, we ate a fantastic breakfast and headed south. There were a few sprinkles on the way, but nothing to worry about. We easily made the ferry from Saltery Bay to Earls Cove and, having booked the night before, the Langdale Ferry to Horseshoe Bay.

All in all, it was a fantastic Morgan adventure.

Thanks to everyone who participated and made it all possible.

Participants in part or all of the weekend:

Al & Helen Allinson  
Ron & Norma Akehurst  
Graham & Val Bailey  
Timothy & Sandra Barlow  
Ken & Marion Butler  
Les & Melissa Burkholder  
Marv & Tanya Coulthard  
Jane Cowan & Doug Muir  
Roland Gilbert  
Robert & Michelle Horsley  
Hal & Garnet Irwin  
Ken Kutner  
Pat & Norma Leask  
Bob & Judy McDiarmid



Peter & Marlene Maclaren  
Jeff Maycock  
Ken & Pat Miles  
Tom & Val Morris  
Win & Christine Muehling  
Kit Raetsen & Jo Cockshutt  
Lloyd & Treacy Reddington  
Anna Rochfort & Sam  
Terry Sadler & Val Smith  
Gerry & Tanya Seligman  
Malcolm Sparrow  
Bob & Alexis Wadden  
Brian & Margit Waller

# In Defence of the Morgan Four Seater

*By Tom Morris*

I'm not a Morgan Four Seater owner, but I am puzzled by the lack of respect that some people show for this distinctive motorcar. At the recent Vancouver ABFM, someone commented to me on its inelegant look, particularly with the hood erected. If I'm honest, he didn't actually say inelegant. No, no - what he said was that it looked goofy. Goofy! Well that's just rude (and I haven't even included the descriptive expletive that preceded the word).

Now, being a broad-minded sort of chap, I'm inclined to let that slide as a matter of personal taste - or lack thereof. He then went on to state that a proper English sports car does not have four seats. Now hang on just one darn minute - there are limits! I know that nowadays in matters of politics people are entitled to make up their own *alternative* facts, but we're talking cars here, so it's important to be accurate. The inalterable fact is that there have been many grand and glorious four place British sports cars over the years.

Indeed, the Prince Henry Vauxhall of 1911, a four place tourer, is often cited as the very first production sports car. Who would deny that the Vanden Plas Bentleys of the 1920s were, and are, tremendous sports cars? I mean, come on, the 4 ½ Litre Blower Bentley not a sports car? Preposterous! And so it goes into the '30s, from Aston and Alvis to MG, Wolseley and many others, the open top four place sports car was an iconic part of the English automotive landscape. No BBC period drama set in the inter-war years would be complete without at least one open four-seater parked up on the gravel drive of a posh country pile.







By the 1950s, and after two decades of economic depression, war, and deprivation, people were looking forward to the future. Fashion moved on to the jet-age and beyond; backs were turned on the dirty thirties. As flashy, modern two-seat sports cars became the glamorous style statements of the day, the four-seaters simply faded into the past.

Except at the Morgan Motor Company, of course. There they carried on much as before, building sports cars with timber framed bodies, separate wings, and, most notably, the option of four seats. Tradition must be the one word that sums up the classic Morgan more than any other. Really, it's what we love most about our Morgans, isn't it? It's wonderfully appropriate then that the last of the traditional four-seat English sports cars was a Morgan.

I say was because the Motor Company has announced that, due to child safety-seat regulations and limited sales, they have permanently stopped production of the Four Seater. It must be time now to stop disparaging these stylish (and convenient) sports cars and start to appreciate them for what they are - the last vestiges of a century-old motoring tradition.

Tom Morris

*If you have an opinion on this, or any other topic, why not post your thoughts on the Members Forum on our website at [www.pacmog.com](http://www.pacmog.com)?*

Above - Prince Henry Vauxhall Below - Blower Bentley

(Photos submitted by Tom Morris)

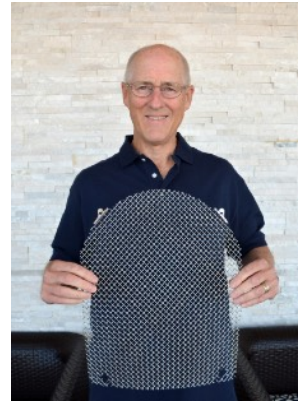


# Driving in the UK and Ireland 2018

*By Steve Blake*

Before our cruise to the Russian Far North, Susan and I spent one week driving around her old stomping grounds of Lancashire and Yorkshire and another week driving around Ireland. As usual, we kept our eyes open for old British cars in action.

One Morgan task I had was to find a grill stone guard for my Morgan. While we were staying in Preston, I phoned the nearest Morgan dealer, Life Motors and it turned out they had one in stock. Life Motors claims to be the oldest Morgan Dealer in the World and is situated in Southport, Lancashire. We drove to this sea-side tourist town, with our Tom Tom leading the way. The location looked to be down a crowded alley, but half way along we found Life Motors. They had several used Morgans for sale and two in for service. I picked up my stone guard and we were on our way.



The only Morgan we saw on the road was one parked at the entrance to the White Scar Caves, Chapel-le-Dale, near Ingleton, Yorkshire. By the time we finished our tour of the caves, the car was gone so no information on the car is available.

We did see several 1920s Vauxhalls and the odd Morris on the road. Several MGBs and a couple Triumphs rounded out our spottings. Triumphs included a Spitfire, two Stags, two TR-6s, and a TR4A. We came across a car gathering in one town and cars of note were an MGTD and an Alvis.



White Scar Caves, Chapel-le-Dale



MGTD



Alvis

New Ross, Ireland



Thames Truck at Molly Galavin's Cottage on the Ring of Beara County Kerry, Ireland



Rush Hour on a Typical Irish Road

The next spotting was at the end of a hike we did where we came across a fellow working on his motorbikes on the Isle of Mann. He turned out to be none other than Alan "Flip" Phillips who is a well-known motorcycle racer with many Manx Grand Prix and TT races to his credit. He twice won the Ray Cowles and Naylor Trophies for his efforts. Alan showed us around his garage and told us many racing stories.



I asked him if he had the original engine in his Stag, knowing that many were switched out because of poor engineering and subsequent problems with the factory units. Alan went into great depth telling me how he had rebuilt this original-engined car, detailing the problems and how he went about remedying them so he had a good running car.

We parted and Alan went back to working on his motorcycles to get them ready for some speed trials on the TT course coming up in the next week.



Segway Touring in Norway



## Morgan Historic Register (MHR)

*By Machiel Kalf*



## What is the Morgan Historic Register ?

*By Andy Downes*

Recently, I was writing an MHR related article called 'A Barn Find in my Garage' for the MOG magazine and I wanted to explain what the Morgan Historic Register is. Although I could write a paragraph saying what it does and why, I struggled to put it into a simple one-liner.

Just after the article went to press (the May edition if you want to read it) I had a letter from MHR owner John Lloyd ordering one of our Car Badges. Like many owners, John added a line thanking the MHR Team for their hard work with the Register. His comment was what I had been searching for and it perfectly encapsulated what the MHR is about – what did he say ? “Thank You for keeping alive the interest in older Morgans”. That’s it, the elusive phrase I was searching for;

### ***The Morgan Historic Register – keeping alive the interest in older Morgans***

Thank you, John, with your permission, I shall be using those lucid words from now on. I have included the paragraph from the 'Barn Find' article which describes in detail what we do and why.

“What is the Morgan Historic Register and why did we start it? Firstly, it’s a Register of older **cars** and the principle is that once committed the car will stay on the Register regardless of any future change of ownership. The vehicle details themselves are what is important and we are gathering them before they become too fragmented and possibly lost. Bringing them together begins to provide an overall picture, a jigsaw if you like, of the various models, their condition and modification, and their whereabouts around the world. It is not being done for any commercial purpose or personal gain. As the Register grows more and more detail emerges about the surviving cars and it is envisaged that this information will become an increasingly important historical archive, particularly to new owners or someone carrying out historical research of the marque. At the very least, something is better than nothing!

Secondly, and a spin-off from the Register itself, is the opportunity for the owners of older Morgans to get together with like-minded enthusiasts to share their experiences, knowledge or just their enjoyment of these wonderful motor cars. The MHR is run by a volunteer 'Team' and two or three times a year they arrange an informal opportunity for owners to bring their Morgans together, these gatherings are generally loosely affiliated to another more general Morgan event. In many ways these are as important as the Register itself!

The Morgan Historic Register is for any Morgan that left the Morgan Motor Company with a carburetor fitted, in time eligibility will become any Morgan over 40 years old. If you own such a car and would like it to be entered onto the Register please contact Mike Pullen (details below). At present there are over 800 cars registered.

Machiel Kalf is the founder and Team Leader and it is due to him that the MHR exists, he can be contacted at;

[mssc.historicregister@gmail.com](mailto:mssc.historicregister@gmail.com)

Mike Pullen is the Registrar, Mike is at the heart of the MHR and does all the hard work building and maintaining the actual Register. Send him an Email and he will contact you for the necessary car details, his contact is;

[mssc.mhr.morganregister@gmail.com](mailto:mssc.mhr.morganregister@gmail.com)

Me? I'm Andy Downes and I help Machiel and Mike with the running of the MHR;

[mssc.mhr.assist@gmail.com](mailto:mssc.mhr.assist@gmail.com)

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## Malvern Memories

*By Steve Blake*

Photos of Malvern and the Morgan Factory From Years Gone By



Notice the Changes!

Top photo was taken in 2000 and the right photo was taken in 2006. Everything appears the same, except look at the uniforms! Coveralls in 2000 to short pants in 2006!

(Photos by Steve Blake)



# Bring-A-Trailer Website

*By Steve Blake*

Do you have a car you want to sell? Do you want to buy a classic car? If so, you may want to consider going to the Bring-A-Trailer (BaT) website and see what they have to offer. Check it out at [bringatrailer.com](http://bringatrailer.com)

I looked at several possibilities before I advertised my 1955 Jaguar XK140 MC fixed head coupe for sale. Hemmings, Craigslist, or [carandclassic.co.uk](http://carandclassic.co.uk) came to mind. I used [carandclassic.co.uk](http://carandclassic.co.uk) to sell my 1949 MGTC and was quite pleased with their free ad format. This time, I decided to try the auction format used by BaT.

The process was easy. For \$99US, you get to post your ad. That is all it costs you. You supply your information, photos and maybe a video to the web site. Let them know what your reserve price is or if you want to sell without a reserve. BaT assigns you to one of their staff and that person writes your ad for you. They have experience in writing great ads so no problems for you trying to figure out. Before it is posted, it is sent to you for proofreading. You can add additional information as the auction progresses.

If you set too high a reserve, they will not accept your ad. Cars must be deemed worthy of putting on their site. They make their profit by charging a 5% commission to the buyer. This must be paid before contact information is exchanged between buyer and seller. Your auction lasts 7 days. In the meantime, people will watch your ad and they can make comments or ask you questions. It all creates a buzz around your ad. Bids will start to come in but the heavy bidding all takes place in the last few minutes of the auction. To ensure that you get your best price, the clock is reset to two minutes, if any offers are made in the last two minutes. It counts down again from two minutes and if no other bids are placed and your reserve has been met, you have a sale. If another bid comes in, the clock is reset again to two minutes.

I handed in my material and “Ben” prepared my ad. After proofreading, the ad went live. Since it is public knowledge what my car sold for, I don’t mind repeating it here. I set a reserve, which is confidential, at \$55,000. Remember, all money is in US dollars. The bidding opened at \$5000! On the first day, after 5 bids, it sat at \$7100. In the meantime, I was racking up all kinds of positive comments so I was not worried. The next day, after 4 more bids, it sat at \$35,000. By the final day of the auction, my high bid was \$55,000 so my reserve was met. I know my car would be sold. Thirteen bids were made on the day, including resetting my clock to two minutes four times, and the car eventually sold for \$73,000 US.

## 1956 Jaguar XK140 MC FHC w/ Overdrive

SOLD ON 5/16/18 FOR \$73,000

[SEE RESULTS](#)





I was very happy with the sale and now it was a case of waiting for the buyer to pay the 5% commission to BaT. Two days later, I was informed that the buyer had paid the \$3650 commission and contact information was exchanged. The buyer lives in Vienna, Austria, and would be having the car shipped to his home. I gave him my bank information and a wire transfer was sent.

After I received the wire transfer, I notified the buyer he could arrange his shipping and pick up the car when convenient. The Jaguar was picked up from my house on July 4, 2018. As I write this email, the Jaguar is on its journey, in a container, on a ship going from Montreal to the UK. From there, it will be trucked to

its new owner in Austria.

BaT is not the platform to use if you have a highly emotional or unrealistic idea of what your car is worth. It will sell at the market value; what bidders are willing to pay during that week. I highly recommend this site for sale of your car. As long as you are happy with your reasonable reserve, you have very few worries and the sale goes quickly.



(Photos submitted by Karl Gillies)



# Remembering Morgans in the Movies

By Steve Blake

## The Right Temptation

This movie, "The Right Temptation" is a romance/detective movie starring Kiefer Sutherland (Michael Farrow-Smith,) Dana Delaney (Anthea Farrow-Smith,) and Rebecca de Mornay (Derian McCall.) The plot has Rebecca as a dried up detective now working as a private eye. She is given a job to follow a wealthy man, husband of her client, to see if he is having an affair.

As Hollywood goes, Rebecca falls for Kiefer, and begins her own affair with him. A murder takes place but I will not give away the story, so you will have to rent it to find out who is murdered and what happens in the end.

As far as the Morgan scenes go, we do see a couple Morgans driving and parked and at one point the police tow one of the Morgans away.



Yes, they made a blooper!

The Morgan used by Kiefer Sutherland was a Plus 8 in some scenes and a 1962 4/4 SS in others. Check the wire wheels versus the mag wheels.



# The PACMOG website is up and running!

By Tom Morris



Where Enthusiasts of the Morgan Motorcar Connect in Western Canada

Well, the new website is up and running, and getting quite a few hits. While we haven't had as much in the way of input so far, it is that input from the members that will bring the website to life.

Here are some of the ways you can contribute to its vitality and success:

- **Gallery Page:** To keep the Gallery fresh we need many more pictures of members cars, whether from yesterday or yesteryear. We'd also love to see some of your snaps from recent or long-ago club events. So please, drop by the Gallery and check out all the photos; then use the on-line form to send us some of your favourite snaps. If you'd rather, you can send them, or any other comments, to us directly at [pacmogcalendar@gmail.com](mailto:pacmogcalendar@gmail.com).
- **Club News Page:** Commenting on any of the posts you see on Club News is an easy way to get involved. Tell us and the other members what you like or make some constructive criticisms (but do try to be gentle with us).
- **Surveys Page:** Please take a moment to fill out any new survey you find. It helps us organize club functions if we have an idea of the members' preferences on things.
- **PacMOG Forum:** Come on folks, why so bashful? Let's get some dialogue going among ourselves by posting up a new topic or joining in on an existing one. Can't think what to say? Tell us about the latest work you did, or had done, on the Morgan or tell us what you're going to do next. How about an in-progress picture? Tell us a story about the old days, Grandpa, or tell us about tomorrow's drive. See if someone wants to join you for coffee or a weekend jaunt. Going to the Fort Langley Mostly British Show later this month? Let the other members know. Anything vaguely Morgan related would serve to keep the forum alive and interesting.
- **Contact Page:** Have you got a question or comment you'd like to pass on to the club executive? Would you like to tell us what a great job we're doing? Want to tell us what we're doing wrong (oh, dear)? Use the Contact Page, it's an easy and direct way to get in touch.

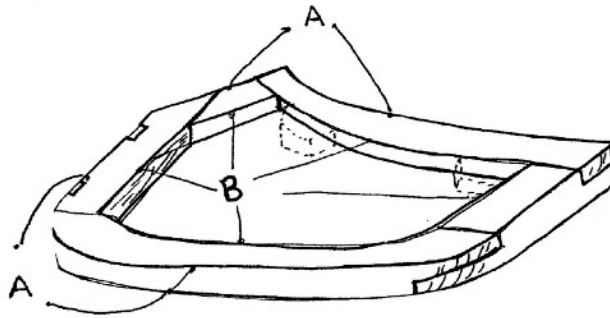
# Skinning a Door Frame

By Bob Adair

During my first trip to the Morgan factory in 1978, I met Alan Alderwick who worked in the wood shop building ash body frames. Alan showed me his own Morgan, a mid-60's +4 Four seat Roadster. The wood body frame and paneling had been completed and sure looked nice. Alan is the author of the book "How To Restore Wooden Body Framing", Osprey Restoration Guide #5. ISBN 0-85045-590-1. I highly recommend this book.

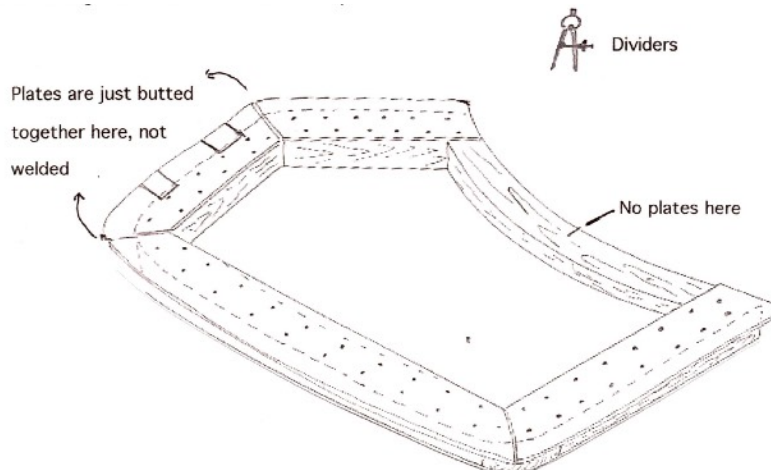
When I got to the body paneling stage I phoned Alan and asked if he could give me some tips on skinning the doors. The following hand drawn illustrations and narrative are Allan's, the photos are from the restoration of my '52 Morgan. This information helped me a lot through the door skinning process. One last note. The left side door frame for my 1952 +4 had too much slam (English term). Slam is the built-in slight projection of the upper rear corner of the door frame from the body, so when the door is latched it is under tension and won't rattle. How I cured this excessive slam will follow Alan's information.

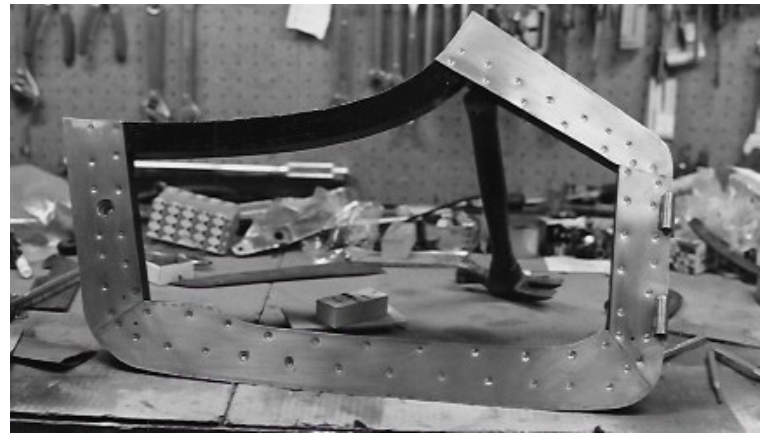
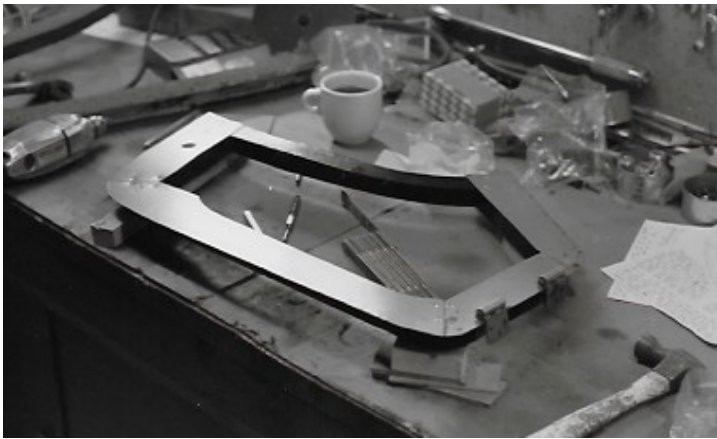
1. First job is to make sure that all inner edges 'B' are level with or below edges 'A' when checked with a straight edge. This is the most important step, which otherwise could result in a creased panel.



NOTE: I used the old plates as templates. I think what Alan is saying is that once the new blanks are pinned, you trim the plates to fit the door opening in the body.

2. The plates are pinned on as blanks, then a pair of dividers is used to gauge a line parallel to the edge of the wooden door frame. Now trim with tin-snips to gauged line. I like to use plenty of anti-corrosion wax around the pins and between the plates and timber at this stage. (I prefer to use stainless steel for these plates (less electrolytic action). If you do use stainless, you will obviously have to drill all the holes prior to pinning. — the factory drills through the steel into the timber—.)

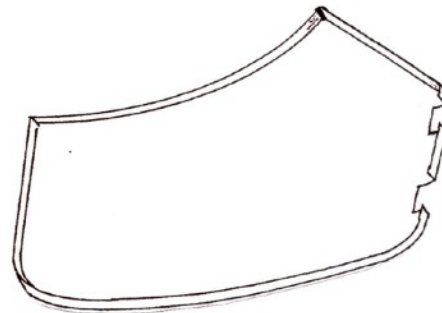
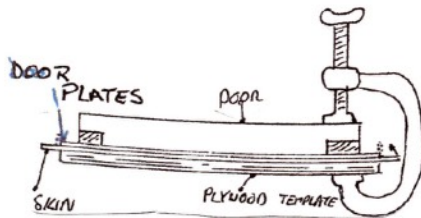




3. Now cut out the blank for the door skin about 3/8" larger than the profile of the plates (3/8" larger all round that is!). The factory uses half hard "ali" to get more tension in the skin. They also roll the skin at this stage, through parallel rollers, to achieve more tension in the skin. Lay the door, plates down, on the skin and accurately scribe a line around the plates and the wooden top rail. NOTE: I used 20 ga. cold rolled steel and it worked just fine.

4. At this stage, you will need to cut plywood profile strips to 'G' cramp against the skin while the edges are being turned over. Use plywood that is at least 3/8" thick. The plywood templates should be exactly the same profile as the edge of the plates.

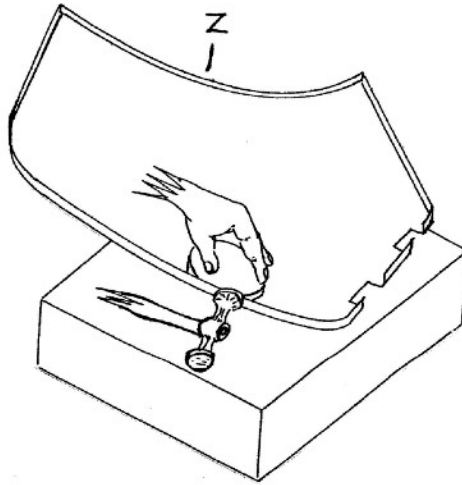
5. The object of the next exercise is to, utilizing your plywood templates, turn all the edges up to 90 degrees so the skin look like this: —



When you are tapping the edges up, tap them a little at a time all the way round so the edge turns up gradually. If only one small section is tapped up at a time, the skin will fold and crease. It is also advisable to use a heavy metal dolly block to support the door plates whilst you are turning the edges up to prevent them from bending.

6. When you have had your nineteenth nervous breakdown {JEST} trying to turn the edges up, remove the skin from the door.

7. When you toured the factory, you probably saw the 'Tinnies' using heavy metal surface plates to work on. It is now that you will need a plate or something similar to work on. The skin, once removed from the door, has to be 'dressed' to tighten it like a drum.

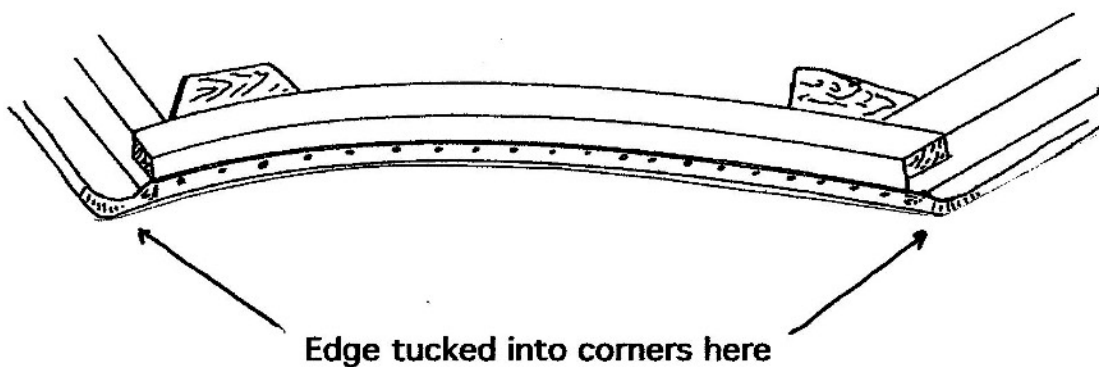


Using a shaped dolly plate and planishing hammer (shown above) the skin should be 'dressed' all the way around the edge. Make sure that the part of the skin you are dressing stays absolutely flat on the block whilst you are dressing the edge. This process will tidy up the edge of the door before it is cramped back onto the frame for the edge to be tapped over completely. It is particularly important that you tidy up edge 'Z' because that is the only one that stays at 90 degrees to the skin. It also has to 'ride' over the two different levels of the curved top rail where there is no door plate. Once the edge is completely dressed, the skin should start to 'ring'. It will sound quite different when you have finished knocking the edge up.

8. You can now cramp the skin back onto the door frame (once again using your plywood profile templates). It is important to keep the outer face of the skin flat to the work block whilst you are turning the edge over from 90 degree to 180 degree.

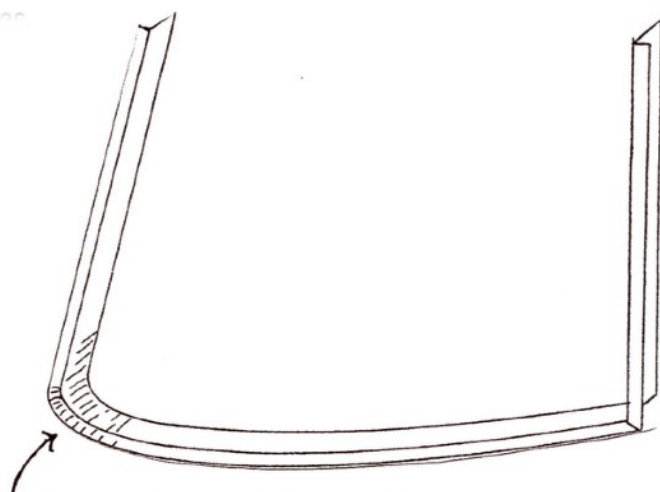
This calls for a lot of painstaking juggling of G clamps but very important to observe. Once again turn the panel edges over all the way around very gradually, particularly on the corner radii because you have a lot of metal to lose. Once the skin is turned over sufficiently to hold itself on the door plates, the clamps etc. can be removed and the turned edge can be pinched up tight on the surface of the work block.

9. When all the sweat is over the top curved rail edge 'Z' can be pinned to the timber.





It occurred to me that you may need, at some stage, info on coupe doors. The principals are basically the same as the standard sports body. The following notes and sketches will list the essential differences.

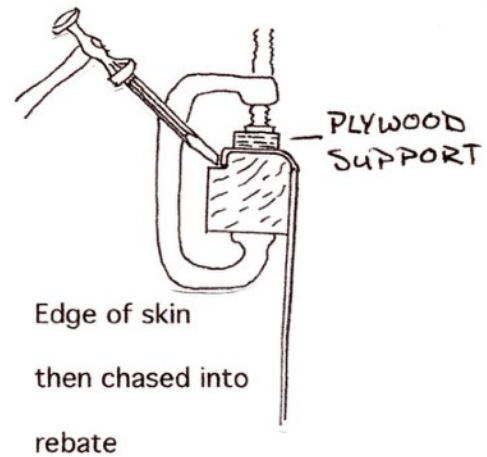
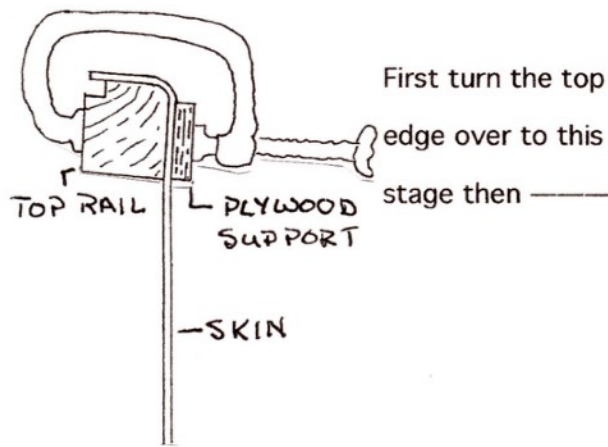


Edge turned over and stretched with stretching hammer

A). The door plate is made as per drawing above then pinned through edge of door.

B). All the same procedures are followed including the rolling of skin, making of plywood strips, etc. The most important strip on the coupe door being the one penciled in above.

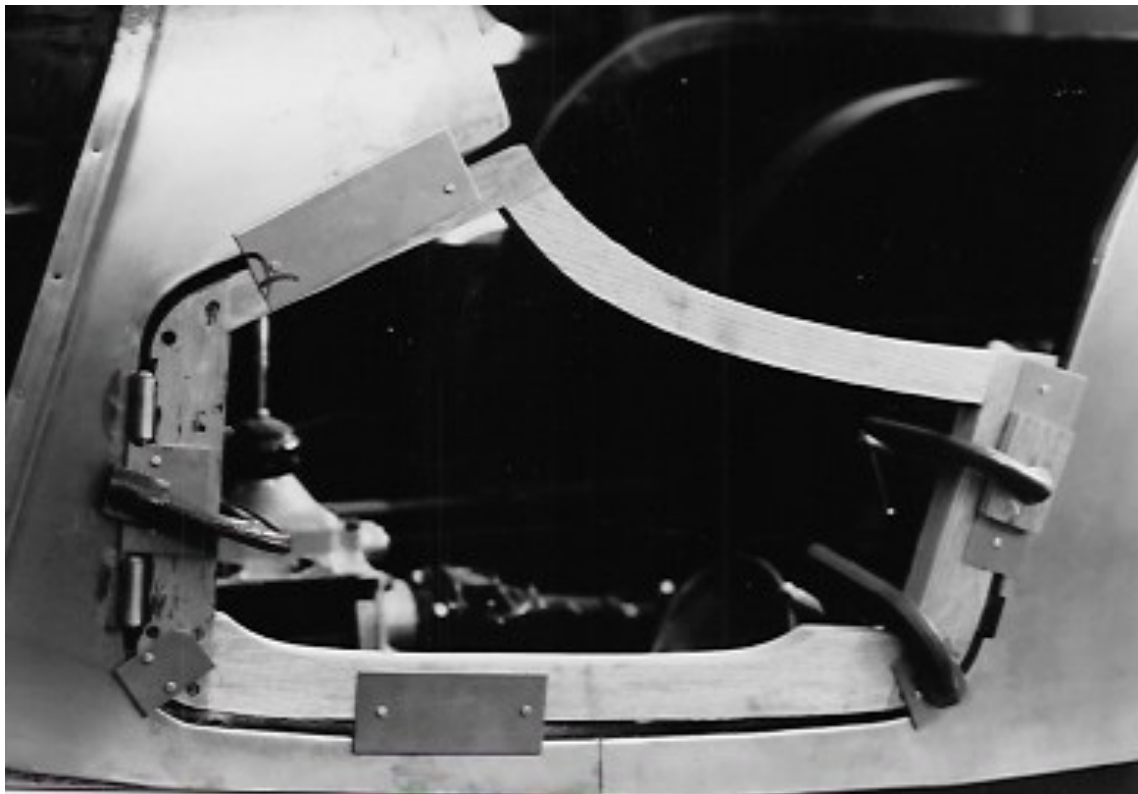
(C). All the fun starts when you try to turn the skin over the top edge of the door (where the side screens plug in). This is mainly because there is so much metal to turn over.



The drivers side door frame stuck out from the body over 1/4" at the upper rear corner. Slam of 1/16 to 1/8" is acceptable. I remember my friend Grady Myers telling me both of his door frames (ordered from Morgan) had too much slam. He cured his by soaking them in the bathtub for a couple of days and then clamping them in place on his mid 60's 4/4.

I went a step further. I made 6 steel plates (2 pieces of 20 ga. each) simulating the actual door skin with the outer piece folded over the inner "plate" and screwed them on the door frame. I soaked the door frame in the bathtub for two days without the hinges and steel plates. I then reattached the hinges, put the plates back on, and clamped it to the body (photo). The upper rear corner was shimmed for slightly less than 1/8".

The dry summer heat in Boise and about 3 weeks time caused the ash to take a set for a perfect fit.



(Photos and illustrations by Bob Adair)

## Upcoming PACMOG Events

### 1) July 29 - North Vancouver Run (Larry Sharp)

If you are joining us let Larry know ASAP

Meet at Delany's coffee shop at 3099 Edgemont Blvd, North Vancouver (Edgemont Village) at 9:30 AM leave 10AM

Drive up to Cleveland Park to visit the Cleveland Dam (leave approx 10:30AM)

Next, travel across face of mountain via Montroyal Blvd to Lonsdale then down to Braemar Rd and east to Lynn Valley Rd.

Down Lynn Valley Road to Allen Road then a quick left onto Westover Road, then a right on Hoskins Road.

Now, down Hoskins until Mountain Hwy...head down Mountain Hwy till Keith. Make a left at the light then

proceed to the overpass onto Mount Seymour Parkway...then head east till Dollarton Hwy make a right and head west

until Riverside DR make a left and then another quick left on Spicer and the Maplewood Pub (our lunch stop) will be right there.

*(Not clear? Then just follow Larry!)*

He has made reservations for **FORTY** of us at the Pub, so **everyone HAS to show up for this run!**

Let him know you are coming at [lairdsharp@gmail.com](mailto:lairdsharp@gmail.com)

### 2) Aug 11/12 - Duffy Lake Run (Tom Morris)

Hopefully you've booked your room and advised Tom you are joining our run through the VERY scenic Duffy Lake area. The run will include an overnight stay at the **Quality Inn**, 1860 Rogers Pl, Kamloops.

If you haven't booked let Tom know ASAP, ( [tomm8847@telus.net](mailto:tomm8847@telus.net) ).

### 3) September Events to Join

PACMOG doesn't currently have any official events planned for September but you may wish to consider two British Car events:

#### Sept 9 - All British Meet at the Lake - (Cultus Lake Park - Main Beach)

Setup & Car Parking starts at 8:00

The Picnic opens to the public about 10:00 am and lasts until about 2:30 pm, when trophies are presented

Entry fee - \$10 per car

Register at: <https://britishcarclub.ca/event-2825107/Registration>

#### Sept 7,8,9 Portland ABFM (1940 N Victory Blvd, Portland, OR)

See details and registration at <http://abfm-pdx.com/2018>



Save the Date  
for the  
60<sup>th</sup> anniversary of MOCA



# DIAMOND MUSTER



Bathurst, NSW.

Thursday 18<sup>th</sup> to Sunday 21<sup>st</sup> October 2018

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It will be ten years since MOCA celebrated it's acclaimed Golden Muster in 2008 !

Preparations are now well advanced to celebrate the Diamond Muster anniversary of the founding of MOCA in 1958 and time to return to our Bathurst stomping ground for a wonderful celebration, with all things new.

Geoff Hollings, will act as Registrar for the *Diamond Muster* and he will control and coordinate the receiving of initial expressions of interest from participants, through to final registrations.

I now invite you to send Geoff an email giving him your name, contact details and an indication of how many people may attend. Please pass this information onto people who may have been members in the past, all are welcome.

A special email address has been set up for you to lodge the above at:

[diamondmuster@morganownersclub.com.au](mailto:diamondmuster@morganownersclub.com.au)

This early information will assist us in finalising organisation of the event, so it would be great if you could respond as soon as you can.

I am including a preliminary programme of the Diamond Muster.

It is anticipated that Registration for the event and accommodation options will be open from / released in early 2018.

Stan Jodeikin, Vice President  
Diamond Muster Event Committee Chairman

E: [ozmogman@bigpond.com](mailto:ozmogman@bigpond.com)

M: 0408 60 80 02

Time has flown since our wonderful MOA VI across eastern USA and Canada. And now planning to join MOAVII in 2019.

Our Morgan Owners Club of Australia celebrates its 60th anniversary this year, during our spring / summer months of October 2018.

It would be wonderful if you were contemplating a trip to Australia, to include, or work around our Diamond Muster. You would be royally received.

There are also tours prior and after the Muster, involving some very scenic areas of this part of the world. We will be doing a two week tour to and from the Muster.

If you are interested, I can provide more details with the various groups travelling.

We realise that bringing a Morgan could be very expensive, but that would not preclude people having a wonderful time with us Morganeers, even in a hire car !!

And I am certain there will be plenty offers to take overseas visitors on rides at the Muster !

(Submitted by Ken Butler)

# SHOW & SHINE

Hot Nite in the City



REGISTRATION SCHEDULE PICTURES POKER RUN ARCHIVES SPONSOR LINKS HOME

## Hot Nite in the City Show and Shine - Schedule 2018

Friday, August 10, 2018

3:00pm - 6:30pm

Registration at the Plaza Hotel (Victoria St. and 4th Ave).

Poker Run

5:00pm - 9:00pm

The last stop of the HNITC Poker-Run will be the Aberdeen A&W.

and fun activities for the whole family, and prizes!!!

This will be a family-oriented, hot Night in the city event, so make plans now, to stay until the 9:00pm (or later) closing!!! - A&W specials for HNITC participants



Kamloops Daybreak Rotary Club's August 11-13th Ribfest!!!

[\(click here for details\)](#)

Saturday August 11, 2018

Final Registration for the 23rd annual HNITC Show-n-Shine

8:00am - 9:30am

Note: If you have a group that wants to park together, your group must arrive together; absolutely NO RESERVE PARKING.

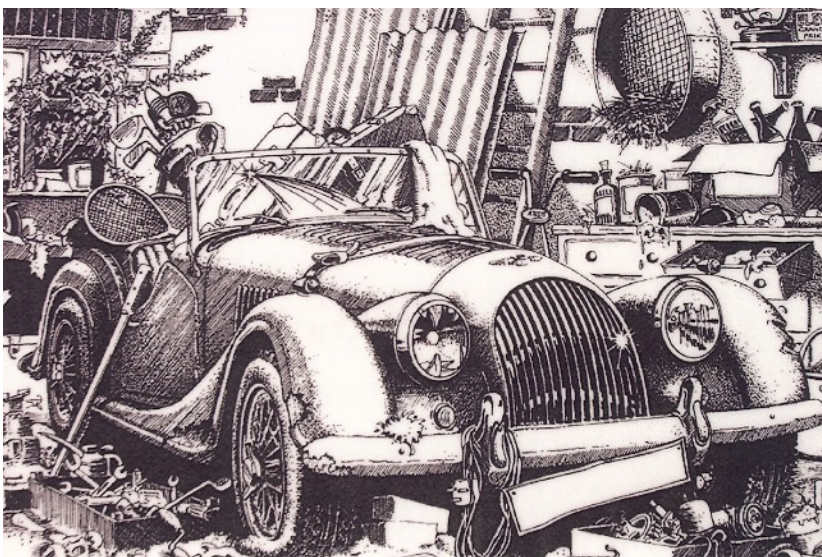
Show and Shine

10:00am - 5:00pm HNITC

Awards

4:00pm - 5:00pm Main Stage

Streets will be re-opened to normal traffic by 6:00pm (no exceptions)



The Morgan Link

Don't worry if your Morgan looks like the one on the left or if you don't have a Morgan.

You are always welcome on our drives and to our events and we would love to have you join us.

We miss you guys!

# 25th Annual All British Meet at The Lake



## Cultus Lake Park - Main Beach

Join us for our annual  
Picnic on Sunday,  
September 09, 2018

Project vehicles are welcome

**Trophies for:**  
Best Open Top Car  
Best Closed Top Car  
Best Bicycle  
Best Motor Bike  
President's Choice  
Best Picnic Display

The criterion for the picnic display is that everything must  
be brought in your British vehicle

Setup & Car Parking starts at 8:00  
The Picnic opens to the public about 10:00 am and lasts until  
about 2:30 pm, when trophies are presented

Entry Fee  
\$10 per car/motorcycle/bicycle

Register at:  
[Britishcarclub.ca/events](http://Britishcarclub.ca/events)

## Barn Finds, Auctions, Interesting Cars For Sale, and Other News

This section will report sales, auction results, barn finds, interesting cars offered for sale, and any pertinent information regarding purchase and sales of Morgans. If you know of any sales or recent barn finds, please email [morganlink@telus.net](mailto:morganlink@telus.net) so they can be included.

### Recent Sales on the Bring A Trailer Auction Site



1962 Morgan Plus 4  
Sold for \$30,250  
June 18, 2018



2014 Morgan Three-Wheeler  
Sold for \$41,000  
June 28, 2018



2002 Morgan Plus 8  
Bid to \$54,388 (Reserve not met)  
July 16, 2018



1965 Morgan Plus 4 Drop Head Coupe  
Sold for \$33,333  
July 13, 2018

## FLY THE CLUB COLOURS

Let the world know that you're a proud member of the Pacific Morgan Owners Group



On the car or on the mantelpiece, this beautiful high quality enameled grill badge adds a touch of class.

**\$25 CDN\*** (plus shipping)

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



Whether it's on your cap, shirt, or jacket, this lovely embroidered fabric iron-on patch tells the world you're a Pacific Morganeer

**\$2 CDN\*** (plus postage)

Patch measures 3 inches in diameter

\*Club members only, all others please inquire

**To order yours contact Tom Morris at [tomm8847@telus.net](mailto:tomm8847@telus.net)**



### Show how you use your patch or badge!

Send a photo and we will publish it here.

Sewing hints for patch...

The patch has a glue-on backing. Heat your iron and melt the glue (from the non-glue side) to hold the patch in place, exactly where you want it. For more security, finish off by stitching around the outside.

**CMC Enterprises (1990) Inc  
Reg Beer Coachbuilders Inc  
www.regbeercoachbuilder.ca**

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990. Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it. We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

**Martin Beer & Stephen Beer  
12944 Albion Vaughan Road  
Bolton, ON L7E 4C6  
cmcmog@idirect.ca  
(905) 857-3210**



**Steve Sillett  
Unit 2, 6455 64<sup>th</sup> Street  
Delta, BC V4K 4E2  
604-530-1433      www.panelcraft.ca**



**AUTOBAUER  
AUTO METAL RESTORATION**

**Terry Firestein  
604 910 0857**

www.autobauer.ca  
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.  
Maple Ridge B.C. V2X 0T4

**Marketplace Ads**

1. Ads are free to members, others \$25 and up (contact editor for quote)
2. Let editor know if you wish to re-run the ad
3. Must be submitted by first of month of publication unless by agreement with editor.

**Wanted**

Articles, photos and stories about Morgans, or anything of remote interest to Morgan enthusiasts. How about a Morgan recipe? Send to your Editor [morganlink@telus.net](mailto:morganlink@telus.net)

**For Sale**

- +4 bellhousing refurbished by Bob McDiarmid \$750 US
- +8 Salisbury with LS \$1,700 US (FIRM)
- Rover R380 Transmission - Make Offer
- Couple of TR core engines - Make Offer
- 3.5 Rover V8 engine - Make Offer
- 2.3 Solstice engine and automatic - Make Offer

If interested contact Bill Button at [wmbutton@gmail.com](mailto:wmbutton@gmail.com)

**Free with a donation to BC Children's Hospital**

Official artwork from the 30th Anniversary of MOGNW drawn by the late member, Bert McCabe. 100 of these 16 inch X 20 inch prints were made. First person to make a donation to BC Children's Hospital Foundation and show their receipt to me, gets the print. You pay postage or pickup. Steve Blake [sblake@telus.net](mailto:sblake@telus.net)



## Morgans for Sale



### For Sale

1956 Morgan Plus 4, 4-seater  
Cream with brown fenders  
TR3 engine

Present owner since 1966

\$40,000 obo

Contact:

Tony Hoar

[tonyhoar@shaw.ca](mailto:tonyhoar@shaw.ca)



### For Sale

DHC 1961 DHC with Zetec engine and 5 spd (Project)  
\$20,000 US going up as I do more work.

+8 1973 put together out of junk parts 95% Morgan  
\$35,000 US

4-4 Str 1963 with Overdrive and lots of good stuff  
\$35,000 US

Contact Bill Button for any of these three.

[wmbutton@gmail.com](mailto:wmbutton@gmail.com)

# *Pacific Morgan Owners Group*

## 2018 Membership Application (Please print in block letters)

### 2018 Membership:

Renewals for returning Members: \$10  
New Members (Including two nametags): \$20  
Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date \_\_\_\_\_ New \_\_\_\_\_ Renewal \_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse/Partner Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_ Postal / Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell \_\_\_\_\_ Other \_\_\_\_\_

Email Address \_\_\_\_\_

Spouse/Partner Email \_\_\_\_\_

Morgans - Continue on the back if you have more than two!

1. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

\_\_\_\_\_

2. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_